

**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 8/13/2014 Page 1 of 2

TO: Tony Anziano, Program Manager /			FILE: E.A. 04 - 0120F4	
FROM: Darryl Schram, Senior TE			CO-RTE-PM SF-80-13.2/13.9	
FED. NO. No				
CCO#: 380	SUPPLEMENT#: 0	Category Code: CKPA	CONTINGENCY BALANCE (incl. this change) <b>\$30,386,128.86</b>	
COST: <b>\$750,000.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Barrier Neoprene Plug			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: <b>2490</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>630</b> Day(s)	Percentage Time Adjusted: (including this change) <b>25</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>1</b>

**THIS CHANGE ORDER PROVIDES FOR:**

As directed by the Engineer, on the north side of the barrier rails:

- Furnish and install neoprene plug and caulk between the cover plate and barrier skin plate.
- Reset the neoprene plug where there is a gap between the diverter plate and neoprene plug.
- Furnish and install caulk between the bottom of the barrier cover plate and the face of the diverter plate on the E-Line inboard barrier and W-Line outboard barrier.

The Orthotropic Box Girder (OBG) deck sections are designed with a 2% cross slope from the North to the South side. Due to the cross-slope, the North side barrier rail (high side) is designed to have the interface of the barrier rail to deck plate caulked to prevent water infiltration into the OBG.

The North side barrier rail details were modified by Contract Change Order (CCO) 44 S0 "Barrier Modifications" plan sheet 890S1. CCO 44 S0 eliminated the PL25 from the interior of the North side barrier rail to simplify fabrication and erection work. Because of this modification, water which enters the barrier rail hollow space is no longer channeled away and out of the barrier rail space as per the original design but now flows against areas that were not designated to be caulked as clarified by RFI 2302. In these areas, water is able to flow between the connection plates of the barrier rail to the OBG deck plate and into the OBG through holes for bolts securing the rail to the deck. CCO 374 "Barrier Sealing" caulked the interior surfaces of the barrier rail at the interface with the OBG deck on all four barrier lines. CCO 380 will install neoprene plugs and more caulk as additional measures to prevent water from blowing up and into the barrier. Paint repair on the barrier rail will be covered under CCO 384.

The Department estimates an additional cost of \$750,000.00 extra work at force account for this change, which can be financed from the contingency fund. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.


This change order has concurrence from William Casey (Supervising TE), Rich Foley (HQ Oversight), Wenyi Long (Bridge Design), Jing Chen (District Design), and Lina Ellis (Maintenance).

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<b>CONCURRED BY:</b>		<b>ESTIMATE OF COST</b>																			
Construction Engineer:	William Casey, Sup TE	Date	7/31/14																		
Bridge Engineer:	CT Oversight, Wenyi Long, P.E.	Date	8/5/14																		
Project Engineer:	District Design, Jing Chen	Date	8/5/14																		
Project Manager:		Date																			
FHWA Rep.:		Date																			
Environmental:		Date																			
Other (specify):	HQ, Rich Foley	Date	8/6/14																		
Other (specify):	Struct. Maint, Lina Ellis	Date	8/5/14																		
District Prior Approval By:		Date																			
HQ (Issue Approve) By:		Date																			
Resident Engineer's Signature:		Date																			
		8/14/14																			
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		<b>FEDERAL PARTICIPATION</b> <input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING																			
		<b>FEDERAL SEGREGATION</b> (if more than one Funding Source or P.I.P. type) <input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS																			
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